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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 37. CLEVELAND. O., SEPTEMBER 16. 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Frank S. Manton agent of the American Ship Windlass Company is in the city.

Mr. J. C. Rewell has sold his one-eighth interest in the tug G. N. Brady to George Stone and M. A. Bradley for $1,000.

During the late gale the schooner Polynesia lost her foremast head and fore top mast, head of the maintopmast and jibboom.

Captain Peterson's son, the second mate of propeller Columbia, died at this port of typhoid fever. The body was taken to Huron.

Mr. James C. Wallace, and Miss Elizabeth C. La Marche will occupy the bridal chamber of the steamer J. H. Devereux on her next trip up the lakes.

Captain C. D. Rhodes, of Sharon Pa. was in the city last week, a guest of John Bartow. Mr. Rhodes is not a mariner but was captain of battery B., Pennsylvania volunteers.

On another page will be found an invitation from Major L. Cooper overman for bids for repairs at the harbors of Vermillion, Huron, Black River, Fairport, and Ashtabula, Ohio.

The 10th of September yacht race off this port was not a success. The yachts Ida, Rover, White Wings and the fish boat Gerty were the contestants, the fish boat winning easily.

The tugs Tom Maytham and W. D. Cushing in rounding to for the line of the propeller J. H. Devereux collided Sunday, both tugs receiving slight damage. Each captain holds the other in fault.

Thomas Fitzpatrick, who last Saturday purchased one half interest in the Geo. T. Hope, has sold his quarter interest in the new steamer James Pickands to R. R. Rhodes on the basis of $92,000.

Wm. Radcliffe, shipbuilder, has contracted with Mr. M. Bradley and others for the construction of a steamer modeled largely after the City of Cleveland. The new boat will be 256 feet keel 270 over all, 40 feet beam and 22 feet depth.

Both of the new steamers to be built by Quayle's Sons for Messrs. Moore & Bartow, will be 245 feet between perpendiculars, 40 feet beam and 21 feet depth. They will have steel arches inside and out and all modern improvements, including steam windlass and capstan.

As soon as the German iron tank steamer Glaukauf proves herself a success, that she is able to trim herself, it will assure such a steamer to be built by the Standard oil company for lake trade between Cleveland and Duluth. A description of the Glaukauf may be found in the MARINE RECORD of August 19.

At Globe drydock the barge Uranus got buts calked and a plug in centerboard box; steamer H. B. Tuttle buts calked and stern bearing repaired; steamer Fred McBrier got new keel forward; the Forest City ice company's ice barge received slight repairs and was recalked; schooner T. S. Richards had a leak stopped.

It is said that a line of barges will be built by a syndicate of Cleveland gentlemen who have large interests in Gogebic range ores. The boats in model will be patterned them largely after the iron propeller J. H. Outhwaite. They consider her of just the mold suited to their wants, the carrying of ores from Ashland to Lake Erie ports. The building of the boats will be done by lowest bidders.

Captain James Davidson, of Bay City, paid a visit to this port and the result of his arrival was a completion of the sale of his steamship George T. Hope. The purchasers were a half interest by Mr. Thomas Fitzpatrick, one-fourth by Mr. E. B. Hale, one-eighth by Mr. W. D. Ruse, and one-eighth by Mr. H. P. Lillibridge, the consideration for the whole ship being $100,000. She will tow the schooner Polynesia as usual on the next round trip, after which the Polynesia will go behind the Australasia, these two vessels being all the vessels now owned by Captain Davidson out of his once fair fleet.

The new ground leased by the Globe Iron Iron Works Company, adjoining the old yard, has been leveled off and the scaffolding erected, preparatory to commeucing work on the steel steamer for H. Brown and others. The iron steamer at this yard for Hanna & Company is well under way and material is coming in fast.

The steamer Sarah P. Sheldon, after taking on one hundred tons of coal at Presley & Arthur's dock, caught fire about half past one o'clock this morning whereby her entire upper works were destroyed. The cabin, rails, stanchions, and in fact the bulwarks were burned, involving a damage of about $4,000. The fire started about the engine room and was not discovered until it had made good headway. Three steamers were soon alongside after the alarm. Another evidence that the fire tug should be put at work as soon as possible.

Freights remain firm and strong at the figures quoted below, which include the charters made yesterday and to-day: Propeller D. C. Whitney and schooners Angus Smith and F. W. Gifford, ore, Escababa to Ohio ports, including Erie, $1.60; Owasco Escanaba to Ohio ports at $1,60 propeller Grand Rapids and schooner D. F. Bailey, coal, Cleveland to Chicago, $1; schooner Porter, coal, Toledo to Milwaukee, $1; schooner J. S. Richards, coal, Cleveland to Racine, $1; schooner George W. Davis, coal, Cleveland to Escanaba, 50 cents; propeller J. H. Outhwaite and schooner Thomas Gawn, coal Buffalo to Milwaukee, 75 cents. The propeller Raleigh and schooners Lucerne and Niagara, now bound down with Escanaba ore are chartered from Ashland at $2.50 and the same price has been offered for October tonnage.

MILWAUKEE.

Special to the Marine Record.

At Wolf & Davidson's shipyard the scow Silver Cloud was in dock to have leak stopped; schooner W. B. Ogden had her bottom calked; the schooner Waukesha some searching up and calking; the tug Costello had her wheel and shaft fixed.

The new steambarge, built by the Milwaukee Shipyard Company, for the Milwaukee tug line, and Captain Dennis Sullivan, was launched on Thursday, the 9th inst., at 4:20 p. m. The launch was a very successful one, and as the fine new ship slid gracefully off the ways into the water a flag was unfurled from a temporary mast, amidships, by Captain Sullivan, bearing the name "Veronica," naming her after the wife of Conrad Starke, one of her owners. The new steambarge is an elegant looking boat, and is the best and largest ever built by the Milwaukee Shipyard Company. She is 200 feet length of keel, 215 feet over all, 34 feet 7 inches beam, 19 feet depth of hold. She is a double decker and will carry three masts. Her engine and boiler, built by the Detroit Drydock Engine Works are of the following dimensions: Fore and aft compound engine 22 and 40x40. Boiler of steel, five-eighths of an inch thick, 9 feet diameter, 16 feet long. The new boat is built of the very best timber and is as strong as good timber and iron can make her. Frames molded depth 16 inches, garboard strakes 8 inches, bottoms outside from garboard to covering board are of 5-inch plank, main keelsons 16x16, sister keelsons 14x15, rider keelsons 14x14, floor keelsons 12x14, four on each side, double bilge keelsons 11 and 10 inches. Her bilge clamps consist of eight strakes 8 inches thick, ceiling 6 inches, two upper clamps 7 inches, remainder of ceiling to upper deck 5 inches thick, all through, edge-bolted. She has steel arches three-fourths of an inch thick, 20 inches wide all around, and three steel straps of the same thickness and 12 inches wide, two aft and one forward on each side. The American Ship Windlass Company will supply her with one of their latest improved shipwindlasses, and her outfit will be furnished by the well known firm of G. D. Norris & Company, ship chandlers at this port. Captain Dennis Sullivan will command her, Engineer Durr will take charge of her engine and machinery, and Albert Schutte will be first mate. Her boiler and the cylinder of her engine were placed on board last Friday. The work on her cabins and engine room is being pushed forward as fast as possible, and Captain Sullivan hopes to make his first trip with her early in October.

On the night of the 10th, during a violent westerly gale, the schooner Penobscott, 260 tons light, from Milwaukee to Chicago was driven on the beach near Muskegon. The life saving crew went to her assistance and saved the crew. So far the vessel does not appear to have suffered much damage. She is owned at Milwaukee, and is valued at $14,000. She was built in 1880 at Manitowoc by Rand & Burger. Later advices report that she was released without damage.

The three engineers commissioned to make a detailed measurement of the Sturgeon Bay canal and an examination of its importance as a place of shelter and as a waterway have arrived from the east. They are gathering the required date for a report to the secretary of war, as required by the Senate amendment of the river and harbor bill, providing for the purchase of the canal, provided the engineers report favorably.

The fine steamship on the stocks at Wolf & Davidson's yard has been sold to a pool represented by David Vance. Wolf & Davidson however retain a $50,000 interest in the boat. WILLIAMS.

CHICAGO.

Special to the Marine Record.

Sunday morning last Mr. Thomas Miller, vice commander of the Phœnix yacht club, took along to South Chicago on his fine sloop yacht the Minnie M. about fifty invited guests, where he regaled them with a clam feast. The run to South Chicago was made in one hour and five minutes, in a stiff breeze from the northwest, with single reefed mainsail and jib, and all on board thoroughly enjoyed it. Going home was not so pleasant, the wind and sea having risen considerably, and it took three hours to beat back against the squally wind and the heavy cross seas. All who remained on deck got a wetting and many who were below cast up their clams. The Minnie M. behaved splendidly in the heavy seas she had to encounter, and proved herself to be an excellent sea boat as well as a racer.

The managers of the Vessel Owners' Towing Association, Chicago Towing Company, and Chicago Tug line agreed on Tuesday to advance their towing rates 10 per cent, making them 30 per cent off the full tariff instead of 40 per cent, as heretofore. The Dunham Towing Company did not join in the raise.

The propeller Justice Field collided with the tug Flossie Thielcke, lying at the dock, near the Air line elevator, on Monday. The propeller was turning around when the collision occurred. The tug's smokestack, pilot house and rail were damaged to the extent of some $75.

The propeller Clyde collided with the steambarge Charles Reitz Monday in the south branch. The Reitz received some damage to her rail and stanchions.

The steambarge Robert Holland, lumber-laden, stuck fast on the bottom of the river in the east fork of the south branch Monday, and she required the assistance of two tugs to drag her off the bottom again, and considerable lumber had to be lightered off her before she could be got free.

Grain freights have had a fall since last week; they were quoted on Tuesday at 4¼ cents on wheat and 4 cents on corn to Buffalo. Lumber freights are improving a trifle.

James Sheriffs, of the Vulcan Iron Works, Milwaukee, was in Chicago Monday, selling some of his famous propeller wheels.

Captain M. J. Daley has been appointed master of the schooner George M. Case, Chicago; and Captain Wm. Rollo, of the propeller W. J. Averill, Ogdensburg.

At Miller Brothers' drydocks the schooners Michigan, Charlie Marshall, and Mary L. Higgie were in dock and had leaks stopped; the schooner C. J. Roeder was in for recalking and some new ceiling; the steambarge Ida M. Torrent had her bottom calked; the schooner John Miner received a new forefoot; the schooner Flying Cloud had her bottom calked; the tug Chicago had her top sides and bottom calked; the schooner O. Shaw some calking; the schooner Jesse received a piece of new keel forward; the schooner Lincoln Dall got a new jibboom and gaff; the schooner F. A. Georger a new gaff; the schooner Scotia a new topmast and topsail yard; the schooner Minnie Slauson a new gaff; the tug Shelby was at the derrick and had her stern bearing fixed.

A hearse followed by a single carriage drove to Oakwood Cemetery, and without much ceremony a plain casket was lowered into the grave that had been prepared for its reception. Thus ended the earthly career of Captain T. D. Courtright, at one time one of the most prominent vessel masters on the lakes. Very little is known of his early history other than that he originally hailed from Painesville, O., and that he sailed the lakes from boyhood. The last vessel he commanded was the barge City of Painesville, one of the finest of the grain fleet in her day. She was wrecked on Lake Huron about twelve years ago, and since that time Captain Courtright has been ashore. He came to Chicago, and, with the aid of those who knew him in his more prosperous days, obtained employment. Declining health, however, combined with increasing deafness, incapacitated him for manual labor, and of late years he has eked out a scanty existence by weighing grain cargoes into vessels during the summer and serving as shipkeeper in the winter. Last spring he was prostrated by a disease which robbed him of all sense of hearing, and left him very feeble. About a month ago a berth was procured in the home for incurables, where he died last Saturday in his fifty-fourth year.

The Chicago board of marine underwriters held a meeting and decided to advance the rates of insurance on grain cargoes 30 per cent, to take effect September 15. In accordance with the policy previously adopted, no rates are quoted on cargoes shipped in B 1 hulls. Certificates can be issued on vessels below standard grade if the companies individually desire to write them. Following are the rates: On A vessels, from Chicago to ports on Lake Michigan, 30c per 100; to ports on Lake Superior, 70c; to ports on Lake Huron, Saranac, Detroit river, 55c; to ports on Georgian Bay, 65c; to ports on Lake Erie, 65c; to ports on Lake Ontario, 85c; to Ogdensburg, 90c; to Montreal, $1.20.

At the Chicago Drydock Company's yard the schooners C. P. Minch, Ida Keith, Geo. Steel, H. Rand, and Elgin; the steambarge Hattie B. Perene and barge Potomac were in for recalking; the steambarge Nellie Torrent had her stern bearing fixed; schooner Rouse Simmons received a new centerboard and rudder stock, the propeller Raleigh had her deck calked; the schooner Dan Hayes a new fore topmast; schooner Mary Hattie a new jibboom; schooners Kate Lyon and A. J. Mowry new catheads; schooner Ellen Williams some new plank shear; the schooner Thomas Parsons new timber heads.

WILLIAMS.

ST. CLAIR.

Special to the Marine Record.

Quite a force of men are now busy at the shipyard of Simon Langell and the new steamer is well under way.

During the winter the schooner N. P. Goodell, Captain T. Emmy, will get a new stern and three masts and the quarter deck will be raised at Mr. Emmy's yard. The Goodell last week received new jib, new foresail and main togallant sail. T.

NEW STEAMBARGES.

At a meeting of the board of directors of the Gogebic Iron Syndicate, held in the offices at the Mercantile Bank building the following officers were elected: President, Captain N. D. Moore; vice president, S. A. Fuller; treasurer, Willis B. Hale; secretary, C. C. Ruthrauff; general manager, H. P. Hussey. An offer of $20,000 bonus for an option on the syndicate lands made by Chicago capitalists was accepted.

At an informal meeting of gentlemen interested in the Gogebic Iron Syndicate nearly $100,000 was pledged toward an amount of money necessary to build a line of steambarges to go into the ore carrying trade between Ashland and Cleveland. Such a line would have the advantage of permanent business every season, while the growing prominence of Ashland as a coal distributing center will operate to the profit of the enterprise in return cargoes. A fine commercial dock is being constructed at Ashland, and parties there have agreed to erect docks especially for coal.

The Wisconsin Central railroad has begun work on the branch from Iron Station to Hurley, a distance of twenty-four miles, and the contract calls for the completion of the above road by January 1. This road has also begun the erection of a mammoth ore dock at Ashland. The Lake Shore & Western has let the contract for a second dock, to be the same size as the first one built.

The Gogebic people are complaining at the excessive advance in ore tonnage during the past few days. It is said that the estimated output will be greatly decreased by reason of the advance in rates.

There have been large transactions in the local investment market in Montreal and Section 33 iron mining stocks, known as the Chisholm companies. Section 33 adjoins the Montreal, and is now being opened up. The Montreal property is a vast open pit of ore nearly 100 feet in width, and is now opened up about 400 feet in length. East of Section 33, the Trimble is shipping 300 to 500 tons a day.

RECORD OF VESSEL PASSAGES.

PASSED DETROIT.

DETROIT, Sept. 9.—Morning, up—Propeller Avon, barge V. H. Ketcham and schooner John O'Neil, Glengarry and consorts, propeller Portage, barge Minneapolis and consorts, tug Annie Dobbins and three barges, propeller W. A. Haskell, propeller Egyptian and consort, Wocoken and consort, C. J. Kershaw and schooner D. G. Fort, tug Crusader, barge Tempest and four barges, tug Jessie and schooner John Magee.

Afternoon—Steambarge Hubbell and four barges, Belle Cross and four barges, propeller Buffalo.

Morning, down—Propeller H. C. Schnoor and one barge, Schoolcraft and raft, Salina and four barges, tug Castle and schooner Penokee, steambarge Westford and three barges, C. Tower and consort, tug Charlton and schooner Unadilla, steambarge V. Swain and consort, A. Folsom and consorts, A. Everett and schooners Sophia Minch, Delaware, H. J. Webb, H. S. Pickands, tug Oswego and schooners A. Boody, Swallow, S. J. Rogers, Metropolis.

Afternoon—Steambarge Yosemite and consort, Cumberland and consorts, Kalkaska, C. F. Curtis and three barges, Ira Chaffee and two barges, tug Haight and schooner Manzanilla, Mary Collins, William Schupe.

DETROIT, Sep. 10.—Passed up, forenoon—Barges Nahant, Bessemer and consort, Onoko, tug Bennett and schooner Angus Smith, barges B. W. Arnold, Kate Butteroni and consort, Progress, White and Friant and five barges, tug Champion and schooners A. B. Norris, C. Foster, City of Chicago, J. I. Case, John Breedon.

Afternoon—Tug Park and barge, barge Otego, propeller Alaska, propeller George L. Colwell and three barges.

Morning, down—Barge Calumet and consort, tug John Martin and schooner M. S. Bacon, propeller Lehigh, steambarge R. A. Packer.

Afternoon—Propeller Montana, barge D. F. Rose and three barges, C. N. Pratt and consort, propeller Starucca, barge Stafford and consort, and schooners Zach Chandler, J. S. Richards, tug Colton, barge Sheldon and schooners S. P. Ely, S. H. Kimball, propeller Annie Young.

DETROIT, Sept. 11.—Passed up, forenoon—Tug Oswego, propeller St. Louis, barge Oceanica, tug Castle and schooners Mary Lyon and E. Blake, tug Kittie Haight, propeller Ed Smith and four barges, Leland, propeller Waverly, barge T. W. Palmer and schooner Ogarita, E. L. Coyne.

Afternoon—Propeller Gordon Campbell and schooner Allegheny, Annie Sherwood, steambarge John N. Glidden and consort tug Colton and schooner America, Polly M. Rogers, John Martin and schooner Nevada, barge Bay City and four barges, tug Wilcox and schooner Hanna, barge Handy Boy.

Morning, down—Steambarge Maine and four barges, tug Haight and schooner Fitzhugh, barge Glasgow and three barges, Birckhead and five barges, Wallula and schooner M. E. Tremble, D. Leuty and four barges, propeller Lycoming, John Pridgeon, Jr., barges D. W. Powers and four barges, Sanilac, propeller Commodore, steambarge Forest City, consort, and schooner Ishpeming, W. H. Gratwick and consorts.

Afternoon—Tug J. P. Clark and two barges, barge Colonial and consorts, Havana and consorts, Oscoda, propeller Delaware, barge Garden City and five barges, propellers India, Boston, barge Michigan and three barges, H. E. Packer.

DETROIT, Sep. 12.—Passed up, morning—Barge H. C. Schnoor and barge, Wm. Chisholm, C. H. Green and consorts, propeller W. L. Frost, tug A. J. Crawford and schooners St. Lawrence, F. D. Barker, barge Yosemite and consort, R. J. Hackett, consort, and schooner Three Brothers, Schoolcraft, Benton and four barges, Mackinaw.

Afternoon—Propeller Dominion, barges D. W. Rust and consort, Cormorant and consort, D. Ballentine and consort, T. S. Christie and schooner H. A. Kent, propeller Canada, barge R. Wallace and consort, propeller S. F. Hodge, barge Oscar Townsend and consort.

Morning, down—Barge Siberia and consorts, George Spencer and consort, tug Moore, Oswego, W. H. Barnum, Champion and schooners F. C. Leighton, Owasco, G. C. Finney, barge City of Concord and and consort, tug Torrent and raft, barge Sparta and consort, tug Sea Gull and schooner H. J. Collier.

Afternoon—Barge Schoolcraft and raft, J. H. Devereux and schooners G. W. Davis, Havana, Niagara, tug Crawford and schooner Smith and Post.

THROUGH THE SAULT.

SAULT STE MARIE, Sept. 9.—Forenoon, down—Steambarge Forest City, schooner H. H. Brown, Ishpeming, propeller Idaho, steambarge Rhoda Emily, schooner Guiding Star, steambarge Wallula, schooner M. E. Tremble.

Afternoon—Steambarge Colonial, schooner Specular, propeller Campana, steambarge Siberia, schooners Plymouth, Nelson, and Bloom, steambarge Don M. Dickinson, and schooners Knight Templar, Colorado, Sippican, steambarge George Spencer, schooners David Dows, D. C. Whitney, Ashland.

Forenoon, up—Tug Music, schooners Commodore, Nelson, Favorite, steambarge W. A. Avery, schooner Alverson.

Afternoon—Propeller Athabasca, steambarge Nebraska, propeller Arctic.

SAULT STE MARIE, Sept. 10.—Morning, down—Propellers India, City of Duluth, steambarges H. E. Packer, Sparta, schooner Sumatra, steambarge N. Mills, schooners Yankee, Bahama, Exile, steambarge Iron Duke, schooners Iron Cliff, James C. King.

Afternoon—Tug E. M. Peck, schooners Havana, G. W. Davis, tug M. D. Carrington, scow Mentor, steambarge J. H. Devereux, schooner C. H. Johnson, steambarge Continental, schooner Magnetic, Selah Chamberlain, schooner John Martin, J. F. Card, steambarge Vienna, schooner Verona.

Morning, up—Steambarges Smith Moore, S. J. Macey, schooners Camden, J. T. Johnson, John Burt.

Afternoon—Steambarge E. B. Hale, and schooners Thomas Quayle, Favette Brown, steambarge Nipigon, schooners Middlesex, and Melbourne, propeller Australasia, and schooner H. D. Alverson, T. W. Snook, propeller Peerless, steambarge Iron Age, propeller City of Montreal, steambarge James Pickands, schooners Wayne, Monitor.

SAULT STE. MARIE, Sept. 11.—Morning, down—Propellers Winslow, United Empire, Toledo.

Morning, up—Propeller Roanoke, steambarge Iron Chief, schooner Iron State, propellers Ontario, St. Paul, steambarge Columbia, schooner Comrade, steambarge Minneapolis, schooner Wm. McGregor.

Afternoon—Steambarge Egyptian, and schooner Pelican, steambarges Argonaut, J. H. Farwell, schooners J. H. Rutter, Jeremiah Godfrey, steambarge Wocoken, and schooner Charles Wall, steambarges Onoko, V. H. Ketcham, propellers Empire State, China, St. Magnus.

SAULT STE MARIE, Sept. 12.—Morning, down—Steambarge Alpena, schooner G. W. Wesley, steambarge Escanaba, schooner T. L. Parker, steambarges Russia, J. W. Westcott, schooners J. O'Neill, Wm. Brake, propellers Northerner, Japan, steambarge Kittie M. Forbes, schooner Ellen Spry, propeller Lizzie Sutton, schooner E. R. Williams.

Afternoon—Steambarge Smith Moore, propellers Athabasca. Joseph L. Hurd.

Afternoon, up—Steambarge Bessemer, and schooner David Vance, propellers Atlanta, Porter Chamberlain, schooners Ida Corning, A. T. Bliss, propellers Wisconsin, Glengarry, schooner Glenora, John Gaskin, propeller St. Louis.

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 9.—Morning, down Propeller Havana with schooners Helena and Genoa, Starucca, Annie Young, W. H. Gratwick and consorts.

Afternoon—Schooner City of Green Bay, propeller T. S. Faxton.

Morning, up—Propeller Philadelphia, and schooner Imperial, propeller City of Grand Rapids.

Afternoon—Schooner Supply, Parana and Newsboy, propeller Jay Gould.

MACKINAW CITY, Sept. 10.—Down—Propeller Delaware, Owasco, F. C. Leighton.

Afternoon—Propeller Boston, Argonaut, W. H. Barnum, Niagara, Albany, City of Grand Rapids.

Morning, up—Propeller T. S. Faxton, Wissahickon, W. A. Haskell.

Afternoon—Portage.

MACKINAW CITY, Sept. 11.—Afternoon, down—Propeller Burlington and two barges, Annie Smith and consorts, schooners Eagle Wing, D. S. Austin.

Morning, up—Propeller Avon, schooner Milwaukee Belle,

Afternoon—Propellers Clyde and Progress, S. C. Hall and three barges.

MACKINAW CITY, Sept. 12.—Morning, down Propeller Jewett, schooner Porter, tug John Owen with schooners Michigan and Elizabeth A. Nicholson.

Afternoon, down—Propellers Morley and Armenia, Chauncey Hurlbut with schooners C. G. King and Nevada, Cuba with schooner Donaldson, Syracuse.

Afternoon, up—Propeller Oceanica.

In harbor—Propellers Acadia, Progress, and S. C. Hall, tugs Gladiator and James Reid, schooners H. W. Sage, George, York State, Mosier, Barbarian, Camanche, John Magee, F. L. Danforth and four others.

PASSED PORT COLBORNE.

PORT COLBORNE, Sept. 9.—Passed up—Schooner Nevada, Sodus Point to Chicago; Belle Mitchell, Oswego to Sandusky; T. R. Merritt, Kingston to Erie; steambarge Myles

[Continued on 4th page.]

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Sept. 6, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Sept. 4, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
106,437	.....	Sc.	Arantha A Stevenson,	10.45	9 93	Crisfield, Md.
106.438	.....	Sc.	Alb on,	79.57	75.60	San Francisco, Cal.
135,898	.....	Sc.	Elgin,	330.44	309 51	Chicago, Ill
05,888	.....	Sc.	Hiram Walker,	98 71	93 78	hamplain, N. Y.
100 400	.....	Sc.	Ida,	11.24	10 68	Bi oxi. Miss.
76,644	.....	Sc.	J. B. Va'ter,	5.94	5.67	New Orleans, La.
91.865	Q.....	Bk.	Mabel Stoddard,	730 00	693 59	Norfolk, Va
155.128	.....	Sc.	Ospray,	8.64	8.24	Yorktown Va.
116,116	.....	Sc.	Silver Sprav,	9 44	8 97	Crisfield, Md.
116,117	K D M R	Sc.	Sylvester Whalen,	117.81	111.92	Boston, Mass.
			STEAM VESSELS.			
126.381	.....	St. s.	Charles A. Shultz,	25.11	16 11	Albana, N. Y.
126.382	.....	St. s.	Canvas Back,	8.36	6.10	Newark, N. J.
100,399	.....	St. s.	Idler,	45.86	30 03	New York, N. Y.
91.866	.....	St. s.	Mischief,	.....	48 43	Yaquina, Oregon.
91,867	.....	St s	Mikado,	76.92	51 33	Stratford, Conn.
150,380	.....	St. p.	Pactolus,	149.14	149 14	Columbus Ga.
162,559	.....	St. y.	Vivian Grey,	10.40	10 40	La Crosse, W.s.
81.130	.....	St p	W. C. Hogan	.....	83.80	Memphis, Tenn.

JARVIS PATTEN, Commissioner of Navigation

M'NAUGHTON'S RANGE LIGHTS.

The following is a copy of a letter recently received by Captain Niland, of the Lake Superior Transit Company's steamer China:

SAULT STE MARIE, Mich., Aug. 30, 1887.

Master of Propeller China:

Dear Sir: I understand from good authority that the Lake Superior Transit Company have been trying to influence others not to pay me anything for the support of my range lights, as well as not paying anything themselves, but in face of the above facts still persist in running on and using them regularly. This, of course, is barefaced robbery, using property they don't pay a cent for. Owing to the above facts I hereby notify you not to use them after the 5th day of September, 1886, for when you are coming up or down the river they may not be in their proper place. I have investigated this matter and find that they were not placed there for your boats, and can be moved at my pleasure. It will be safer for you to lay at one end or the other the same as you did before the lights were put up, or pay something for their support.

W. W. MCNAUGHTON.

The Buffalo Express says: The Transit company have always held that private lights in public waters are dangerous, and should be forbidden by law; and the company have uniformly refused to subscribe to them. The above letter only strengthens that opinion, and they seem justified in declaring that Mr. McNaughton's threat to display false lights is outrageous, and that any man who can write such a letter ought to have his lights removed at once by the proper United States officers. There was a bill introduced in congress last winter to prohibit all private lights in public waters, but its disposition is not known here. Congress, it is stated, has made appropriation for government range lights in the Sault river, and a letter received from Captain C. E. L. B. Davis, of the engineer corps at Detroit, last May, stated that bids would be opened June 1st, and that the stations were to be completed during the present season of navigation. McNaughton, it is said, is a private speculator, and maintains his lights by subscriptions from passing vessels. The Transit company's captains do not consider them of material service to anyone familiar with the route.

This may be true, but the captains of that company recognize that the lights are a necessity, and run by them. While it is the duty, and probably the intention of the government to establish ranges at several points in the system of lake navigation, in case it is not done the matter devolves on individual enterprise, and where the enterprise of an individual is acknowledged, and advantage taken of the courses marked out, the expense incurred should be made good, in addition to adequate pay, for the time occupied in trimming and keeping in position valued aids to navigation. We acknowledge that the government should control all the aids, but in case it does not do so and measures are taken by individuals to prevent disasters, those individuals should be recompensed for the trouble.

NATIONAL BOARD OF STEAM NAVIGATION.

The following officers were elected for the ensuing year:

President, Isaac L. Fisher, New York; first vice president, B. D. Wood, New Orleans; second vice president, F. A. Churchman, Philadelphia; treasurer, Addison Lysle, Pittsburgh; secretary, J. W. Bryant, New Orleans; assistant secretary, C. H. Boyer, New York; executive committee, James S. Negley, Pittsburgh; D. M. Munger, New York; H. C. Haarstick, St. Louis; F. W. Vosburgh, New York; C. P. Truslow, New Orleans; G. W. Pride, Sr., Philadelphia; J. B. Coyle, Portland, Me.; J. W. Miller, Providence, R. I.; H. F. Dimmock, New York; H. A. Bourne, New York; A. M. Halliday, Cincinnati; John Quill, Mobile.

After a three days' session the Board adjourned to meet in New York, September, 1887.

Work on the Lake Shore and International elevators at Buffalo is progressing rapidly. The foundations of the International are already laid and the carpenter work will be started this week.

GLOBE IRON WORKS CO.

In 1853 the Globe Iron Works was established in this city by practical men, and soon gained a reputation for turning out the best class of marine work. The firm grew in popularity, and its career has since been one of unbroken prosperity. Soon after the introduction of iron ships on the lakes this firm put in a plant for building iron and steel vessels, and in that industry as well as in marine engine building it gained the favor of marine men by the excellence of the work, both in material and construction. This summer the firm name was changed, as noted below. Now that iron and steel shipbuilding has taken strong hold of the public mind the prosperity of the new firm will continue unabated.

Several of the largest and best known steamships plying the lakes in the grain, iron and coal trade were turned out at the Globe yards. Among others may be named the Spokane, the Onoko, the William Chisholm, the J. H. Devereux, the Darius Cole, the tug Record, the tug International, and Mr. Harkness' yacht, the Twilight. As was announced some time ago in the RECORD, the Globe Works have been purchased by the following syndicate of Clevelanders: Messrs. M. A. Hanna, L. C. Hanna, H. M. Hanna, J. F. Pankhurst, J. H. Smith, and J. B. Hambleton. Of these the Messrs. Hanna are well known, from being long identified with the iron and other interests of the city. Mr. Pankhurst has for years been connected with the Globe Works, and had entire charge of the mechanical engineering department. Mr. Smith is superintendent of the shipyard, and Mr. Hambleton has the same relation to the boiler works, while Mr. Pankhurst is general manager of the business. The new company, with a capital stock of $500,000, purposes to greatly enlarge and improve the business.

It is believed that Cleveland presents better facilities in the way of turning out iron vessels than any other city along the lakes, and the company purposes to take advantage of this fact and place this city foremost in the list, as regards this enterprise. The company's plant consists of a foundry 80x100 feet in dimensions, a boiler shop 80x114 feet, a machine shop 107x120, and a three story building 100 feet deep, absolutely fire proof, for the storage of patterns, of which the institution has a vast array, comprising the latest modern improvements from the minutest attachment to a well regulated steam engine. The shipyard has a frontage on the river of 660 feet, and a capacity for turning out two 2,600 ton vessels every six months. The works and shipyards complete employ, when running full force, from 500 to 600 men. All kinds of marine work and stationary engines and boilers and iron vessels of any desired dimensions are turned out from the shipyard complete and ready for sea. Over the office are bright cheerful rooms, where a corps of draughtsmen, under the direction of Mr. Walter Miller, prepare all designs, specifications, etc., for work to be done. The model and pattern departments also present an interesting study.

There are now in process of construction two new steamers for the Lake Superior trade which are calculated to be the finest iron vessels on the lakes. The models are clean cut, and more of the style of ocean vessels than has been customary. The stern is cut off clean and carried to the water line like other boats from this yard, instead of presenting the heavy quarters usually noticeable in lake vessels. One of the new vessels will be 300 feet keel, 39 feet beam, 24 feet in the hold, and 312 feet over all. Her capacity is estimated at 3,000 tons. She will be fitted out with a triple expansion engine, designed especially for her by Mr. Pankhurst, and the only one of the kind on the lakes. A description of some of the vessels built by the Globe will be very interesting. The Onoko is the largest iron vessel on the lakes, and was launched in 1882. She is 302 feet, 6 inches over all, 25 feet hold, 39 feet beam, and has a capacity of 3,000 tons. Buffalo parties are building a huge boat, 323 feet long, to compete with her, but have just made the discovery that she won't carry within 200 tons of the Onoko's load. The Spokane was launched in July. She was built for Captain Wilson, and is one of the finest steel vessels on the lakes. She measures 267 feet over all, 250 feet on the keel, 38 feet beam, 24 feet hold. Her displacement is 2600 tons.

The "knot" and the mile are terms often used interchangeable, but erroneously so. The fact is that a mile is less than 87 per cent of a knot. Three and one-half miles are equal, within a very small fraction, to three knots. The knot is 6,082.66 feet in length. The statute mile is 5,280 feet. The result of the difference is that speed in miles per hour is always considerably larger than when stated in knots, and if a person forgets this and states a speed at so many knots, when it was really so many miles, he may be giving figures verging on the incredible.—*Philadelphia Call.*

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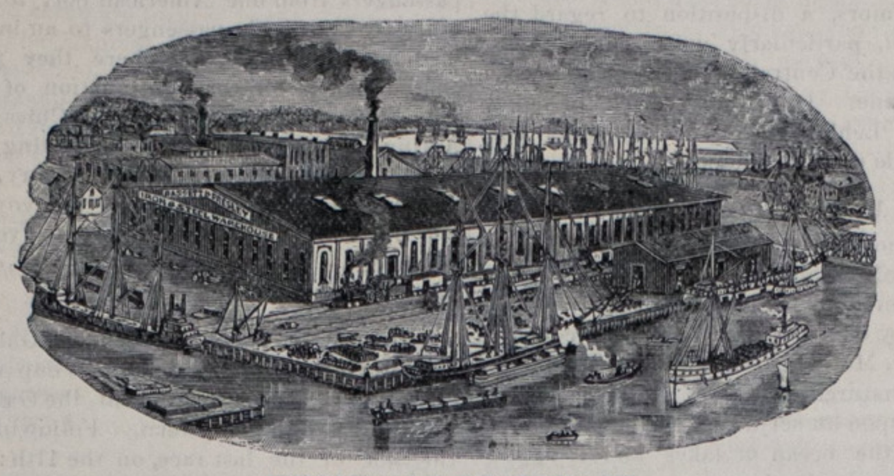

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Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex	*11 40 A M	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 00 P M	
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger		*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:40 a. m., *1:35 p. m.
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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, SEPTEMBEB 16.

A LAKE AND RAIL POOL.

The statement that overtures have been made to steam lines on the lakes to pool their business with the eastern trunk lines is significant. Railroad managers have done their utmost to destroy the lake traffic and have signally failed. They now recognize the fact that all heavy merchandise must necessarily seek the lakes for transportation. This is being demonstrated more freely this season than ever, and the roads now acknowledge that they are fast losing their hold on east-bound freight; that lake competition is disastrous to them, and that they must conceive a scheme whereby they can keep lake carriers from taking all the profits. It is safe to say that not one of these roads even thought of pooling with lake carriers when grain was transported at ¾@1½c per bushel, ore at 60@90c per ton, or coal at 30@40c per ton. When these prices ruled the Lehigh Valley and other lines sought admission into the pool, but were denied; now, while the balance of profit is on the other side, 4¾@6c being realized on grain, $1.60@$2.50 on ore, and 70c@$1.00 on coal, the railroad pool invites lake lines to join them. Year by year the lake business will increase, and if the railroads do not again attempt their ruinous competition with each other to obtain traffic, good freight rates will be paid, except in the event of owners demanding exorbitant rates, and thus throw traffic back to the railroads, when a reaction will assuredly take place.

As freights are to-day the lake carriers have greatly the advantage. The total dead freight, east-bound from Chicago during the week ended September 4, carried by the seven pool roads, amounted to 30,844 tons, against 27,912 tons the preceding week, an increase of but 2,932 tons. The roads not in the pool are credited with 4,000 tons during the week. Much disappointment is expressed at this small increase, as the receipts of grain and provision at Chicago continue to exceed the record of the corresponding period for several years. It is evident then that the lake routes are taking the great bulk of the east-bound shipments. During the forty-eight hours, included in Saturday and Monday, forty vessels were chartered, the aggregate cargoes being a trifle less than 40,000 tons. This compares very favorably with the week's business quoted above of the railroads out of Chicago. On the opening of 'change Tuesday morning tonnage was scarce, and rates advanced to 4¾c on wheat. While it will take some time to load this great fleet of chartered vessels, fully fifty grain-laden boats will have left Chicago harbor by Tuesday evening or in three working days.

Hence, it will be seen why the railroad managers are anxious to enter into pool with lake carriers. Rumors have been in circulation for some time as to rate cutting by pool roads, the Vanderbilt lines being included in the accusations. It has been stated this week that fast freight lines over the Lake Shore and Michigan Central were each making a cut of 5c on the grain rate to New York and Boston and were securing some traffic by that means. There seems, however, to be considerable hesitation just now in the pool about instituting investigations or otherwise disorganizing matters. There is, apart from any exaggeration of such rumors, a disposition to regard the situation, particularly with regard to the roads in the Central Traffic association, as a serious one. It is therefore not the policy for the Lehigh Valley or any other lake line to tie up with the pool.

M'NAUGHTON RANGES.

On another page will be found a letter from McNaughton in regard to range lights, with comments from papers relative to the propriety of the same. We can not conceive why Mr. McNaughton should write a letter of this nature. There is a heavy penalty placed upon an act which will mislead a vessel on the ocean or lakes and it applies strictly to the displacement of lights that are considered aids to navigation. It is possible that Mr. McNaughton is aggrieved because certain lines of boats use the ranges he has established and refuse to pay for the benefit derived from them, but this grievance does not give him the privilege of putting up false lights that will mislead and get into danger any vessel. If Mr. McNaughton, in his letter, had confined himself to a statement of his grievance without making threats of changing the ranges in order to get certain boats in trouble he would have a good case and the sympathy of the marine public, but as he has not been thus conservative, and as he might, in changing the ranges, get the wrong boat into trouble his case is weak. He has led masters to rely on his ranges and as a general thing the benefit has been paid for, as it should be, now, if any change should take place without due and explicit notice it would be a matter to be dealt with by the government. The matter will be considered at the next meeting of the vessel owners association, September 21, and it is to be hoped that the action taken will be strong enough to prevail upon the government, through the lighthouse board, to have permanent ranges established and sustained by the war department, as private lights in public waters is not good policy although they may be attended with as much care as possible.

BRIDGING THE SAULT.

Following resolutions, passed at the last meeting of Vessel Owners' Association, are to be commended and should prevail with the representatives of all lake districts to secure the defeat of a bill that will operate against an interest that is now giving evidence of being one of the most important in the country. Under the laws, navigation can not be impeded, and as the Sault Canal is a governmental improvement and one of the most important waterways in the country, this bill should be defeated. The entire product of the Lake Superior region passes through the Sault Canal on the way to the seaboard, and no one can doubt that a bridge across the canal would be a great detriment to navigation. It will be found that in case the bridge under question should be a rail and passenger bridge, that vessels trading to Lake Superior, instead of having the free passage that is now accorded them under the laws, and the regulations of the canal, would be obliged to await the pleasure of the land traffic.

WHEREAS, Home Bill 6104, 49th Cungress, 1st session, being "An act to authorize the construction of a railroad bridge across the Sainte Marie River," passed the House of Representatives July 20, 1886, and was referred by the Senate, July 21, to the Committee on Commerce; and

WHEREAS, The Board of Managers of the Lake Carriers' Association believes that a bridge such as is contemplated by this bill would interfere seriously with the important and rapidly growing commerce of Lake Superior,

Resolved, That the Senate Committee on Commerce, through its chairman, be requested to allow this Association a hearing before any further action is taken on this bill.

Resolved, That certified copies of this resolution be sent to the Secretary of War, to the members of the Senate Committee on Commerce from the States represented by this Board, and to other persons interested.

THE leading feature of the Century magazine for 1886-7 will be the "Authorized Life of Lincoln," by his secretaries, John G. Nicolay and Col. John Hay. The writers have spent the greater part of the last fifteen years on the present history.

ON another page is a description of the application of electricity to propel a boat. The yacht Volta, which has been fitted out with apparatus for electricity, crossed the channel from Dover to Calais in three hours and fifty-one minutes, and returned in four hours and fifteen minutes, about six and one-fourth miles per hour. The accumulators were charged but once in making the run of fifty miles.

IT was reported some time ago that the master of a Canadian passenger steamer had successfully dodged the act making a foreign vessel liable to fine for carrying passengers from one American port to another by taking his passengers to an intermediate Canadian port where they purchased tickets for the continuation of the voyage, (between Cleveland and Chicago). Acting Attorney Jenks, in submitting his opinion to the secretary of the treasury, declares that the continuity of the voyage was unbroken and that therefore the vessel is liable to a penalty of two dollars for each passenger so carried.

THE series of races between the Galatea and Mayflower for the America's cup were all won by the American yacht, the Galatea finishing two miles astern. Following is the time of the last race, on the 11th:

	Start.	Finish.	Elapsed Time.	Corrected Time.
Mayflower...	11.22.40	6.11.40	6.49.00	6.49.00
Galatea.....	11.24 10	6 42.58	7.18.48	7.18.09

The Mayflower had but 8 minutes and 20 seconds to spare, as the time limit of the race was seven hours.

THE bottle crank, with his sensational scrawl, is at his pranks again, this time setting adrift a bottle containing a report that the steamer Gracie Barker had foundered with one hundred passengers aboard. The villain should be caught and given to the sea serpent. Neither the Barker or Dewar has foundered, one being at Petosky and the other at Grand Haven.

THE house bill for the appointment of an inspector of hulls and boilers for the Duluth district should be called up early next session of congress. The bill got as far as the committee on commerce.

THE normal area under wheat in India is believed to be about 20,000,000 acres, of which the average outturn is estimated roughly at 7,135,000 tons, or 266,373,333 bushels of 60 lbs each.

THE entire Canadian northwest should unite in an effort to prevail upon the government to enlarge the Welland canal.

[*Vessel Passages Continued from 3d Page.*]

and one barge, Kingston to Ashtabua; propeller Acadia, Montreal to Chicago; Otego, Ogdensburg to Toledo.

Down—W. R. Taylor, Toledo to Garden Island; propeller L. Shickluna, Pacific, Chicago to Ogdensburg.

PORT COLBORNE, Sept. 10.—Passed up—Schooner West Side, Charlotte to Chicago; L. S. Hammond, Charlotte to Port Huron; Gleniffer, Kingston to Toledo; Watertown, Grindstone Island to Chicago; W. H. Frost, Ogdensburg to Chicago.

Down—Schooner Emerald, Cleveland to Brockville; N. C. West, Cleveland to Humbertson; Lewis Ross, Cleveland to Oshawa; Pride of America, Chicago to Kingston; S. Neelon, Bay City to Kingston; steamer D. D. Calvin and barges, Toledo to Garden Island.

PORT COLBORNE, Sept. 11.—Passed up—Propeller California, Montreal to Chicago; propeller Tilly and barges, Kingston to Ashtabula.

Down—Schooners Samona, Detroit to Oswego; L. Seaton, Detroit to Oswego; A. L. Andrews, Chicago to Ogdensburg; Manzanilla, Ludington to Garden Island; Rutherford, Toledo to Hamilton; steambarge Albion and Ark, Cleveland to Port Dalhousie; steamyacht Peerless, Cleveland to Alexandria Bay.

PORT COLBORNE, Sept. 13.—Passed up—Schooner M. A. Lyndon, Kingston to Cleveland; barge W. A. Sherman, Charlotte to Chicago; propeller Lake Ontario, Hamilton to Toledo.

Down—Schooner Erie Belle, Ashtabula to Hamilton; Jennie White, Toledo to Ogdensburg; propeller S. C. Baldwin and five barges, Pequaming to Ogdensburg; steamship John Pridgeon, Chicago to Ogdensburg.

PORT COLBORNE, Sept. 14.—Passed up—Schooner Oliver Mitchell, Charlotte to Chicago; St. Louis, Trenton to Chicago; H. J. Mills, Charlotte to Chicago; barge U. C. Cameron, Kingston to Toledo; propeller Alma Munroe, Montreal to Ashtabula; Pacific, Ogdensburg to Chicago.

Down—Steambarge Niagara, Chicago to Prescott; Abercorn, Saginaw to Oswego.

Morning, up—Steambarges S. F. Hodge, M. M. Drake, Cormorant, schooner Richard Winslow.

Afternoon—Tug Constitution and schooner Thos. H. Cahoon, schooner Laketon, propeller B. W. Blanchard.

PASSED DETROIT.

DETROIT, Sep. 13.—Passed up, morning—Barge M. M. Drake, Westford and three barges, tug Sweepstakes and schooners R. Hallaran, Two Fannies, West Side.

Afternoon—Barge R. Richards, consort, and schooner S. V. R. Watson, propeller Juniata, tug Oswego and schooners Pensaukee, Eliza Gerlach, barge W. B. Hall and consort, S. Langell, consort, and barges S. M. Stephenson, Sanilac.

Forenoon, down—Propellers Toledo, and Vanderbilt, barges Continental, Concord, and schooner C. H. Johnson, Fred Mercur, R. Stewart and four barges, Cleveland and four barges, Anna Smith and schooner John Shaw, tug Porter and schooner American Union, barge Germania and four barges, propeller H. J. Jewett, barges Abercorn, Don M. Dickinson.

Afternoon—Barge Rudolph, and two barges, Ohio, tug Kittie Haight and schooner D. S. Austin, propellers Russia, Syracuse.

DETROIT, Sept. 14.—Morning, up—Tug Torrant, barge Wetmore, consort, schooner George Sherman, propellers Conemaugh, Dean Richmond, tug Kittie Haight and schooner Montana, Forest City, Kate Williams and schooners Detroit, Monticello, steamers H. S. Pickands, O-coda, tug J. P. Clark and two barges, propeller Celtic and schooner Grantham, tug Castle.

Afternoon—Tug Charleton.

Morning, down—Steambarge Morley, propeller Armenia, barge Smith Moore, propeller Cuba and schooner Donaldson, tug Castle and schooner Porter, propeller Saginaw Valley, Rochester, tug John Owen and schooners Michigan, Nicholson, steambarge Alpena and one barge, propeller Clarion.

Afternoon—Propeller Spokane, tug Oswego, propellers Arizona, Colorado, tug Winslow and schooners Moonlight, John B. Merrill, barge Isaac May and consort.

DETROIT, Sep. 15.—Passed up, morning—Tug Ballentine and schooner General Franz Seigel, barge Republic and consort, J. E. Mills, Fred Kelley, consort, and schooner Queen City, propeller Starucca, barge V. Swain and consort, propeller James Fisk, Jr., tug Samson and schooners E. C. Hutchinson, S. L. Watson, propeller Montana, tug Porter and schooner A. M. Peterson, Dave and Mose and schooner Theo Voges, Jessie and schooner Watertown, propeller Myles, consort, and schooner Undine.

Afternoon—Steambarge Cleveland and four barges.

Forenoon, down—Tug Kate Williams, propeller Newburg, barge Lowell and three barges, propeller W. J. Averill, steambarge Business and consort, propeller Conestoga, barges, Sakie Sheppard, C. Hurlbut and consort, tug Castle and schooner H. M. Scove, Park and schooner John Martin, J. F. Card, steambarge M. Sicken and three barges, tug Crusader, Balize and schooners M. W. Paige, H. P. Baldwin, Halstead, G. J. Boyce, barge Wm. Edwards and consort, Point Abino, J. W. Westcott, consorts, and schooner E. B. Williams.

Afternoon—Arctic.

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 13.—Morning, down—Propeller J. H. Outhwaite, schooner Arctic, propeller Colorado.

Afternoon—Steamer John B. Lyon, with schooner John M. Hutchinson, City of Rome with schooner Red Wing, tug Balize with schooners M. W. Page, Halsted, C. J. Boyce and Homer, propeller Newburg.

Morning, up—Propeller Milwaukee, and schooner C. G. Mixer, propeller Progress, schooners George, H. W. Sage, F. L. Dantorth, Alice B. Norris, A. Mosher, and J. I. Case, propeller S. C. Hall with three barges and schooner Comanche, John Magee, I. N. Foster and C. Foster, Hattie Wells, Nassau, City of Chicago, tug Gladiator.

Afternoon—Schooner D. Stewart, propellers Leland and Acadia, Walter L. Frost, schooner Angus Smith, S. B. Pomeroy.

MACKINAW CITY, Sept. 14.—Morning, down—Propeller J. P. Donaldson and two barges, schooners Parana and Ithaca.

Afternoon—Golden Fleece, Joseph Paige, tug Gladiator with schooner Waukesha, propellers Philadelphia, Arabia.

Morning, up—Propeller Thomas W. Palmer and consorts, Canisteo and two barges, schooner Barbarian, propeller Chicago.

Afternoon—Steamer Andrew Johnson.

MACKINAW CITY, Sept. 15.—Morning, down—Schooners H. C. Richards, Oak Leaf, C. C. Barnes, propeller Tioga.

Morning, up—Schooner Polly M. Rogers, propeller Rube Richards with schooners May Richards and S. V. R. Watson.

Afternoon—Propeller Dean Richmond, schooner Pensaukee, propeller Yosemite and consort, schooner John Schuette, S. Anderson and Consuelo, Adventure.

PORT COLBORNE, Sep. 15.—Passed up—Schooner Hartford, Charlotte to Detroit; steambarge Lincoln and one barge, Edwardsburg to Chicago.

Down—Schooner Ella Murton, Cleveland to Hamilton.

THROUGH THE SAULT.

SAULT STE MARIE, Sept. 13.—Morning, down—Steambarge Spokane, propeller Arizona, steambarge Business, schooner Kate Winslow, steambarge Kasota, schooner Geo. W. Adams, steambarge Tacoma.

Afternoon—Steambarge Jim Sheriffs, and schooner Pathfinder, propeller City of Owen Sound, steambarge Butteroni, and schooner Teutonia, propeller City of Cleveland, and schooner A. Cobb, steambarge D. M. Wilson, schooners Manitowoc, C. B. Jones, propeller William Chisholm.

SAULT STE MARIE, Sept. 14.—Morning, down—Propeller Arctic, steambarge Hecla, schooner Nellie Redington, and steambarge Queen of the West, schooner Southwest, steambarge N. K. Fairbanks, schooner B. F. Bruce, steambarge Iron Age, and propeller Badger State.

Morning, up—Steambarge John N. Glidden, schooners G. H. Warmington, Fred A. Morse, steambarge R. J. Hackett, schooner Susan E. Peck, steambarge C. H. Green, schooners Rosa Sonsmith, Mattie C. Bell, steambarge Robert Wallace, schooner David Wallace.

Afternoon—Steambarge Oscar Townsend, schooner Edward Kelley, propellers Canada, Nyack, tug Charles West, schooner Jura.

SAULT STE MARIE, Sept. 15.—Morning, down—Steambarge Minneapolis, schooner Wm. McGregor, steambarge E. B. Hale, schooner Fayette Brown, Thomas Quayle, propeller Little Mac.

Afternoon—Propeller Alberta.

[*Around the Lakes Continued from 1st Page.*]

BUFFALO.

Special to the Marine Record

Dear RECORD, it is something like old times to again give you a few items which may be of interest to your readers.

The past week has been quite lively in marine circles, although no rush, but steady and on the increase. Vessels and their owners are more in harmony this season than for some time past. The dollars are no brighter, but come in larger quantities, and are received with a good-natured smile. I am afraid it may lead us into extravagant ideas and lead some of our lake men to take steps to enlarge our tonnage beyoond actual requirement. The class of ships which is the rage now is large, and a very few make a large amount of tonnage, and as steam is the propelling power of the greatest number now constructed, all kinds of merchandise are rapidly moved from point to point, and as long as we find the different branches of industry about equally encouraged there may be a warrant for an increase of carrying capacity; but we, as a people, never take a medium course, the extreme is usually the point arrived at. News reaches us from every direction about new contracts being made to build new vessels. At Cleveland there are to be at least eight or ten, here in Buflalo two if not three, two at Detroit, one at Mt. Clemens, one at St.Clair, one at Marine City, one at Trenton, Mich., and at West Bay City not less than four, and Milwaukee will add to our lake tonnage next season at least two large boats. Added together our freight tonnage willbe increased to not far from 50,000 tons. I ask the question, in view of our past two years' experience, is it good judgment to add so large a tonnage to our lake fleet? The answer is, time will tell.

Our grain elevators are being heavily taxed to receive all that is offered, and still it comes. Canal boats are doing all they can to relieve them, and they are doing a fairly remunerative business for the first time in several years. Upon the whole, all floating property is paying a fair interest on the capital employed.

We are advised to-day of a further advance in the price of some grades of hard coal. This makes three advances during the season. There is not so much anxiety for tonnage as is generally supposed at this season of the year, owing, it is said, to a shortage of the supply, yet the freight market is not much affected. They will take tonnage at 75c, while the vessel men look for a higher rate, and in some cases refuse to take 75c and prefer to go light. We are satisfied that there is quite an amount of hard coal to go forward yet, especially to Lake Superior. It is generally believed that coal freights must go up if shipped by water, or else pay a big difference by rail. However, the combination seems to be quite sanguine that the coal will be carried at their figures.

The large quantity of lumber arriving is filling up our docks rapidly to a point that makes room scarce and causes detention.

Mr. Eber Ward, of Detroit, was in the city to-day, looking well, and is fully satisfied with his Lake Superior business. He wears well and looks fresh for his age.

The schooner O. M. Bond, lately sunk in the Welland canal, having completed her reparis and settled with the underwriters, reloaded her coal and has gone up the lakes.

A large number of lumber barges, bound up the lakes, have been detained by the report of an approaching gale from the west; also, a number of loaded vessels. The tug W. A. Moore is among them, bound up, with a tow of three vessels.

The arrivals during the week have been large.

The steamer Clyde, of the L. V. T. Co., lately ashore at Eagle river, Lake Superior, was docked for examination. No serious damage was found.

The much talked of Quebec has nearly completed repairs, and with her new rig looks well.

The new iron ship Susquehanna has been towed around to the derrick at the Union drydock to receive boilers and machinery.

George W. Morris was sworn in as master of the barge Theodore Perry, J. H. Prentice, of Saginaw, owner of the barge, who was notified by wire, will probably be here tomorrow.

Coroner Kenny has discharged the two sailors arrested at Chicago on the schooner Halsted for being implicated in the death of T. J. Kavanaugh. The evidence was insufficient to hold them.

The Canadian tug H. Neelon was seized last week on a libel filed several years ago by the Ætna insurance company. The master induced the ship keeper to go with him to a saloon when the tug steamed up and escaped to Welland.

The tug Sam Sloan, while towing the steam canal boat Sydney in slip No. 2 Saturday struck a snag, losing control of the canal boat, which crashed into the bank, breaking her badly and wetting 1,900 bushels of wheat. She was towed to the Richmond elevator and unloaded. Both boat and cargo are insured in the Continental.

The Express says the steamer Missouri was seized last Thursday by Deputy Marshal Donahue on a libel for $5,000 damages, filed by Mr. James McIntire, the contractor. Last season Mr. McIntire had a contract on the Canadian Pacific Railway and he chartered the steambarge to carry a load of timber from Lake Michigan to Port Arthur. It was late in the season and, seeing a change to get a better load, the captain of the Missouri threw up the charter. When the boat reached this port she was libeled on account of the non-fulfillment of contract. She was bonded and released.

WM.

FRANKFORT.

Special to the Marine Record.

On Friday, the 10th, a furious westerly gale commenced, lasting several days. The lake was rougher than any time this season. Among the craft seeking shelter were the schooner Z. Y. M. C. A. (zealous Young Men's Christian Association), formerly the C. L. Johnson, built at Manitowoc in 1870, then a fore and after, now a three-master; the old schooner Vermont, built at Huron in 1853; the Gessine, built at Manitowoc in 1855; also, the steambarge R. A. Seymour, schooner Joseph Duvall, Idlewild, J. B. Prime, Salina, Willie Smith, etc.

Tug John Gregory brought in a large tow of logs from Platte river, twelve miles north of Frankfort, via Lake Michigan.

BURMEISTER.

CLAYTON.

Special to the Marine Record.

The steamer Varuna, from Belleville,Ont., with an excursion party to Thousand Island Park, on her return trip on Monday, took the inside passage to foot of Wolf island. She struck her wheel on the Blanket shoals and cleaned every bucket off the hub and unshipped the rudder. The steamer Juniata, being close at hand, took her in tow for Kingston.

The steam yacht Angler, of New York, with headquarters at Oswego, we learn, has been sold to the government and will be used as a survey steamer.

We sincerely hope that the new Steamboat Company that has organized at Rochester, will prove a success, and by another year will have some new steamers to put on the south shore route, which are much needed, as the pleasure travel has been a big one this year down the St. Lawrence river.

As our equinoctial storm will soon be upon us, it is to be hoped vessel owners will provide each vessel with an oil bag, and test it in case any of their vessels are caught out and have to run for a harbor of safety. Try it once and ease your vessels in a big sea, and give the sailor all the chances.

The defenders of the American cup once more feel proud of the white wing sloop Mayflower in her races against the English yacht Galatea. She has done nobly, and the "Henn" won't crow this time. Well may Boston and the American people feel proud.

B.

PORT HURON.

Articles of incorporation have been filed with the county clerk, of the Port Huron and Lake Shore Transit Company, with a capital stock of $50,000 with $15,000 paid in.

The contract of repairing the Sheldon, recently raised and brought to this city, has been awarded to Dunford & Alverson. They expect to have her ready to sail in about one month.

On Monday the schooner Lamb, brought down the machinery of the tug Hand which sunk near the Algomah, while at work at the wreck. It was unloaded at the warehouse of the Port Huron Wrecking Company.

The acting Secretary of the Treasury has instructed the collector of customs at Port Huron, Mich., that persons desiring to import animals free of duty for breeding purposes must satisfy the collector at the frontier port at the time of importation of their rights in the premises, and also, that evidence which could have been produced at the time, but which was not, owing to ignorance of the law or force of circumstances, may be considered afterwards as a claim for refund.

The W. W. Stewart and L. L. Lamb and ferry Beard have been receiving repairs at the drydock of Dunford & Alverson during the week.

ERIE.

The schooner, slightly aground off the Peninsula on Monday, was lightered off.

EAST SAGINAW.

Special to the Marine Record.

The past week has been a busy one on the river, the largest fleet of the season having been in port, and all readily finding loads. Mr. L. P. Mason, one of the largest shippers, had nine boats under charter.

The captain of the barge H. C. Sprague is credited with being the first to raise the price of loading, by paying his stevedores 50c per hour, which price will probably prevail for the balance of the season.

Freights are firm, remaining same as last week, with a prospect for an extra shilling to Buffalo before another week.

A placard, tacked on the old barge Sunbury, lying near the middle ground, announces that she is for sale, cheap, by one Jeffers, of this city,

The barge Mariner brought up a load of coal for Johnson's lime kiln on her last trip. Her skipper never gets left on the "back freight scheme."

Captain Port Stewart is in charge of the fire tug Charles Lee for a few days, when Captain Rawson, who went to Duluth with the Sutton, will take command.

Douglas Scott, one of the owners of the fire patrol boats, is in charge of the company's interests at Duluth.

The steamer Mary Bell, ex-Governor Jerome's pleasure yacht, that has been doing service as a street car ferry, has been taken to the machine shop for a general overhauling.

The Saginaw newspaper men were treated to an excursion up the river Sunday on the little steam yacht Laulie. The trip was a very enjoyable one.

Captain Charles Sonsmith, the veteran commander of the schooner Rosa Sonsmith, was home Friday on a visit to his family.

The river line boats have done a fine business lately in excursions from outside towns; parties who wished to visit Saginaw Bay.

The steamer L. G. Mason, of the river line, is to be laid up shortly, and the Lucile put in her place.

Captain John Rogers, of the steamer Mason, who has been confined to his house for some time by sickness, is about again.

Captain Wm. Bates,of the fine tug Record, arrived in the river Wednesday with four barges. Captain Bates has a fine tow, and reports everything working nicely. The Record always attracts much attention here, as she is the only all-iron tug that ever comes to this port.

Charles and Henry Lee take a good deal of pride in a new sail boat they have just completed, which will be used for pleasure trips on Saginaw Bay. It is most substantially built, 33 feet in length over all, 11 feet beam, and schooner-rigged. The center board is 3½ by 7½ feet. The cabin is 14 feet long, 8 feet wide, and 4½ feet high. The top of the cabin is so arranged that it can be raised 14 inches, thus making it 5 feet 8 inches in height, and affording a full circulation of air. The boat is furnished with all necessary appliances, and is staunch, seaworthy and a fast sailer. Henry Lee, who is an expert sailor, will command the graceful craft.

SHAW.

KINGSTON.

Captain Jas. Allen, of the steambarge Free Mason reports that last Wednesday near Gallop Island he saw about ten miles from the lighthouse a signal of distress a torch burning on an upturned craft of about sixty tons register. Owing to the heavy gale blowing the Free Mason was unable to go to the rescue.

The schooner Ryan was reported lying on her beam ends about a mile out from Deseronto. Her sails are all reefed and she appears to be in good condition. Her cargo of bunchwood is strewn along the shore.

ASHTABULA HARBOR.

A sailor by the name of John McIntosh was killed by falling off from the footboard of a switch engine on the Ashtabula & Pittsburg railroad about 5 o'clock this evening. He was a sailor on the schooner Montgomery.

EAST TAWAS.

The barge Ferguson, which sprung a leak on the bay lies sunk in the mouth of the East Tawas Salt & Lumber Company's boom. All crafts are warned not to attempt running in the boom during the night. The Ferguson is loaded with lumber and posts for Cleveland.

MINORVILLE.

Captain George Bennett, of Bailey's Harbor, master of the schooner Fond du Lac, was knocked overboard by a swinging boom and drowned on the night of the 7th while en route from Green Bay to this city. The schooner laden with about $1,800 worth of provisions, drifted ashore near Little Sturgeon. She was afterwards towed here by the tug Spaulding, where Sheriff Wagoner took charge of the property. The body has not been recovered.

BAY CITY.

Special to the Marine Record.

The tug Geo. B. Dickson, Captain Lon King in command, while on her way to Bay City Sunday, and about four miles below Saginaw, struck a sunken snag unshipped her rudder. The tug was turned around and headed for Saginaw and put in A. F. Bartlett & Company's slings, where a new bushing was put in the shoe heel, the rudder shipped, the tug lowered and out again. The whole time occupied in coming up river and doing the work was a little less than 1¼ hour. Captain King speaks in the highest terms of the above slings, which are under the management of Mr. Harry Shaw, who is well known on the river, and who introduced steam syphoning, instead of the old tin pump to all tugs cleaning boilers at Bartlett & Company's dock, which is greatly appreciated by those who have been there.

Captain Jas. Davison, owner of the extensive shipyard at West Bay City, has laid the keel of an immense steamship which will be the largest on the lakes with the exception of the Onoko and Anchor line Susquehanna, recently launched at Buffalo. Her dimensions are as follows keel 275 feet, extreme length 295 feet, beam 41 feet, hold 22 feet and framed to the rail, making extreme depth 25 feet. She will be entirely in frame by October 1st. She is to have a triple expansion compound engine similar to the Susquehanna and built by H. G. Trout, of Buffalo N. Y. Hoisting engines from the works of A. F. Bartlett & Company and steel boilers of the Scotch type. This elegant craft will be ready for business upon the opening of navigation 1887.

The steambarge Ed. Smith and barges A. W. Wright, Boscobel and propeller H. C. Schnoor and barge W. A. Clinton and Stockton all loaded at Tawas this trip.

The tug O. W. Cheeney has returned from Tawas where she went after the waterlogged barge D. Ferguson, that loaded at Sand Point a short time ago and was caught in the big gale. Upon arrival it was decided to leave her at Tawas in the main boom for the present, her cargo is to be removed. In coming back the captain of the Ferguson had the wheel of the Cheeney and in trying to pick up the scow Dreadnaught ran into and sank her. She was towed to Point Lookout and left.

The new boat at F. W. Wheeler's yard was launched yesterday in the presence of interested people. The new boat built for the Port Huron & Buffalo Transportation Company was named Mabel Wilson in honor of Captain Thomas Wilson's daughter, of this city.

F. W. Wheeler has contracted with Buffalo parties for two large double decked steamers, 265 feet keel, 40 feet beam, 21 feet hold, and at the yard of Mr. Wheeler, father of the above gentleman, Captain Boutell has placed a contract for a steambarge of good size, a trifle larger than the Folsom, on which work will commence at once.

Captain Frank Holland, the competent commander of the steambarge Cleveland is in the river with the barge Jane Ralson, J. A. Smith and Star of the North. Captain Frank is a hustled and is ever awake to the interests of his owners.

SHAW.

MICHIGAN CITY.

While the schooner Lucy A. Simpson from Chicago for this port, was off to the westward some seven miles, she was struck by a hurricane, which descended so rapidly that it took the crew completely by surprise. The tug Campbell was within a mile of the vessel at the time. The cloud, which was funnel shaped and unusually dark, swept everything before it, breaking the jibboom, bowsprit forward, main, and mizzen masts. The first two were broken three times and the latter off at the deck. The rigging and sails were also carried away. The cloud raised before reaching the tug. The damage to the Simpson will amount to over $1,000, with no insurance. This vessel was wrecked here in 1880, and it cost $10,000 to rebuild her. She is owned in Manistee.

W. W. Loomis, shipbuilker at Erie, was killed in the collision on the Nickel Plate.

ADVERTISEMENT.

PROPOSALS FOR REPAIRS.

ENGINEER OFFICE, U. S. ARMY,
CLEVELAND, OHIO, August 20, 1886.

SEPARATE SEALED PROPOSALS, in duplicate, will be received at this office until 11 o'clock on Monday, the twenty-seventh (27th) day of September, at which time they will be opened in the presence of bidders, for repairs at the following harbors:

At Vermillion, Ohio.
At Huron, Ohio.
At Black River, Ohio.
At Fairport, Ohio.
At Ashtabula, Ohio.

Proposals will be accompanied by a written guarantee that in case the bid be accepted, contract will be entered into with good and sufficient security within ten (10) days after notice of such acceptance.

Blanks on which proposals must be made, containing specifications and detailed information, may be obtained on application.

The United States reserves the right to reject any or all proposals.

L. COOPER OVERMAN,
Major of Engineers.

MARITIME LAW.

POSSESSION — WRECK — WRECK MASTER — NECESSITY FOR ABANDONMENT OF WRECK BY OWNER TO GIVE WRECK MASTER AUTHORITY TO ASSUME POSSESSION—SALE BY WRECK MASTER—TITLE OF PURCHASER.

Gregory et al. vs. bark Margaretta and Thomas Luby.

U. S. District Court, Eastern District of New York.

The bark Margaretta took fire at a wharf in New Jersey, and was towed to a point in the Kill von Kull within the County of Richmond, N. Y., and there scuttled and sunk. Her owners sold her as she lay to Gregory, the libelant in this suit, who began operations to raise her. A statute of the State of New York authorizes wreck masters to take possession of wrecked property within their counties when no owner shall appear, and if the property is perishable, to obtain an order from the county judge and sell the property at public auction. Luby, wreck master of Richmond County took the wreck by force from the possession of the person placed in charge by libelant, raised her, and, under an order obtained from the county judge, sold her to Seguin, the present claimant. Gregory thereafter brought this action against the bark and against Luby, to recover possession. Held, that nnder the above statute an abandonment of the wrecked property must be shown in order to justify the taking possession of such property by the wreck master, and it is only of property abandoned by the owner, and upon such abandonment taken possession of by the wreck master that the county judge has jurisdiction to direct a sale. In this case there had been no abandonment of the wreck by her owners; held, therefore, that Luby's possession was unlawful; that the order of sale was void and the sale invalid; Seguin, who claimed to be owner by virtue of such sale, consequently had no title, and libelants were entitled to the possession of the bark.

Held, also, that Luby was improperly made a party to this action.

Benedict, J.

This is an action for the possession of the bark Margaretta. That vessel, on the 8th day of November, 1883, while being loaded with petroleum oil at a wharf in New Jersey, took fire. While on fire she was towed to a point in the Kill von Kull, opposite Sailor's Snug Harbor, in the county of Richmond, N. Y., and there, in thirty-five feet of water, she was scuttled and sunk, some 800 feet from the shore.

She had on board a cargo that was insured, and on November 14th the insurance company made a contract with one William E. Chapman to save the cargo on board. On November 15th, Chapman took possession of the vessel for the purpose of saving the cargo. On November 15, the owners of the vessel advertised the vessel for sale, and on November 19th, she was sold at public auction, as she lay, to Matthew Gregory. On the same day Gregory took possession of her, placed a man in a scow alongside of the vessel to take care of the same. Gregory also on the same day sold one half of his interest in the vessel to Isaac Chapman.

On the same day Gregory and Issac Chapman agreed with William E. Chapman, then at the vessel with a derrick, to raise the vessel and remove it to some proper place.

On November 23d, William E. Chapman, while engaged at the vessel in pursuance of his contract, was notified by Thomas Luby, wreck master of Richmond county, to desist from work on the vessel. The notice being disregarded Luby on November 27th, took the vessel by force from the possession of Chapman. Thereafter, Luby, as wreck master,—the vessel having meanwhile been raised by Luby at the expense of the county of Richmond, by virtue of a statute of the state of New York, (R. S. Part 1, Chap. XX, Title 12)—presented to the county judge of Richmond county a petition setting forth, among other things, that the bark had caught fire in the Kill von Kull in the state of New Jersey, and had been towed down, abandoned and sunk in the waters and territorial jurisdiction of the county of Richmond. That on or about the 12th day of November, 1883, he, by virtue of his powers as wreck master, and pursuant to the resolutions of the board of supervisors of Richmond county, took possession of the wreck, and had since continued in possession thereof as wreck master of Richmond county. That the wreck was at the time of presenting the petition attached to the shores of Richmond county, and in a perishable condition.

Upon such petition the county judge on the same day made the following order:

In the matter of the application of Thomas Luby, wreck master of the county of Richmond.

On reading and filing the petition of Thomas Luby, wreck master of the county of Richmond verified May 7th, 1884, and it appearing that a sale of the bark Margaretta, therein described as perishable, and that it would be beneficial to all concerned that the same be sold.

And on motion of W. S. Hornfager, of counsel for said petitioner, ordered that the said Thomas Luby, such wreck master, be, and he is hereby authorized to sell at public auction to the highest bidder, the wreck of the Margaretta; that said sale shall be held at Pelton's Cove, West Brighton, Village of New Brighton, Richmond county, on the 22d day of May, 1884, at 2 p. m. of that day.

STEPHEN D. STEPHENS,
County Judge.

Thomas Luby, on the 5th day of June, 1884, sold the vessel to Seguin, the present claimant, for the sum of $400.

Seguin has no other title to the vessel than that derived from the sale made by the wreck master, as above described. Upon the proofs, the libelants are the owners of the vessel, and entitled to the possession thereof, unless their ownership was terminated by the said sale to Seguin.

The proceedings of the board of supervisors, in regard to this vessel do not appear to require attention. No sale of the vessel was directed by the supervisors nor was the vessel sold by order of the supervisiors. Nothing done by the supervisors can therefore affect the validity of the claimants title. That must stand or fall by the wreck master's sale, made under the authority derived from the order of the county judge above set forth.

The provisions of statute under which the wreck master acted are found in the Revised Statutes, Chap. 20 Title 12. The following provisions only require notice.

Section 1. No ship, vessel or boat, nor any goods, wares and merchandise, that shall be cast by the seas or any inland lake or river upon the land, shall be deemed to belong to the people of this state as wrecked property, but may be recovered by the owner, consignee or person having the charge thereof at the time of the happening of the disaster by which the wreck was occasioned, upon the payment of a reasonable salvage and necessary expenses. 2. The sheriff, coroners and wreck masters of every county in which any wrecked proporty shall be found, when no owner or other person entitled to the possession of such property shall appear, shall severally ally have power, and it shall be their duty to pursue allnecessary measures for saving and securing such property; to take possession thereof in whose hands soever the same may be, in the name of the people of this state; to cause the value thereof to be appraised by indifferent persons, and to keep the same in some safe place, to answer the claims of such persons as may thereafter appear entitled thereto. 3. If the property so saved shall be in a perishable state, it shall be the duty of the officer in whose custody the same shall be to apply to the first judge of the county by a petition supported by an affidavit of the facts, for an order authorizing such sale, and if the judge to whom such application shall be made, shall be satisfied that a sale of the property would be most beneficial to the parties interested, it shall be his duty to make the order as applied for. 4. If such order be made, the officer having custody of the property directed to be sold shall sell the same at public auction, at the time and in the manner that shall be specified in the order; and the proceeds of such sale, deducting the expenses thereof, as the same shall be settled and allowed by the judge making the order, shall be paid to the treasurer of the county in which the property shall have been found.

Upon these provisions of statute, it has been argued in behalf of the libelants that the bark Margaretta was not wrecked property, within the meaning of the statute, because having been towed afloat to the place where she sank, and then scuttled to make her sink, in a tide way and some 800 feet from the shore she was not "cast by the sea upon the land," within the meaning of the statute.

This point may douhtiess be argued, and something said against the right of the owners of ships to make their vessels a charge upon the county of Richmond by voluntarily removing them from the wharves of New Jersey and sinking them in the waters of Richmond county. A decision upon this point is however unnecessary in this case, for the reason that assuming the vessel to have been wrecked property within the meaning of the statute, the wreck master has not such a possession of the vessel as the act makes necessary to clothe the county judge with authority to direct her sale. By Section 2, above quoted, the power of the wreck master to take possession of wrecked property is limited to a case where "no owner or other person entitled to the possession of such property shall appear." An abandonment by the owner is a fact necessary to be shown, in order to justify a taking possession of wrecked property by the wreck master, and it is only of property abandoned by the owner, and upon such abandonment taken possession of by the wreck master that the county judge has jurisdiction to direct a sale.

In the present case it has been sought to be shown that the wreck master acquired possession of the wreck by putting a light on it, on or about.....and when no one was on board. It is by no means clear that the mere fact of absence of any person from a vessel, situated as this one was, would show such an abandonment as the statute requires, and it is very plain that Luby took no possession of the vessel until the owners had their agents in actual custody of the vessel, and at work.

When therefore, Luby first asserted his claim to the vessel as a wreck, his claim was without foundation in law, for the property was not then abandoned property. On the contrary, the owners thereof had appeared and were in actual custody thereof. The possession of the property afterwards acquired by Luby through force, was unlawful, and supplied no foundation for an application to the county judge, nor did it clothe the county with any authority to direct the sale of the vessel. For this reason, therefore, I am of the opinion that the order of said sale referred to, was void; that the sale afterwards made by the wreck master was invalid; and that the claimant acquired no title thereby.

In regard to the position of Luby as a party defendant, it is sufficient to say that he was improperly joined. The action is for possession. It is an action *in rem*. Luby was not in possession of the vessel when this suit was brought, nor did he then claim any right of possession and control over her. He had sold her to the claimant Jas. Seguin, and Seguin alone had the possession. An action of trespass against Luby cannot be joined with an action *in rem* for possession. The exception to the libel, therefore, which was argued at the hearing of the minutes, must be allowed, and Luby be discharged from this action with his costs to be taxed.

As against the vessel, the libelants must have a decree awarding the possession thereof to them, and they must recover their costs.

July 31, 1886.

CAPTAIN G. A. THAYER.

ASHTABULA HARBOR, September 11.

To the Editor of the Marine Record:

Captain G. A. Thayer, who died at this place the 6th of August, 1886, was born here in 1810, and lived with his parents on the east side of Ashtabula creek until a young man. His educational advantages were very limited. He, very early in life, chose the life of a sailor, and was master of a vessel at the age of 20, and during the winter months he worked at ship-carpentering with Captains Fred and William Jones, at Blaek River (now Lorain). He soon became a master builder, and was foreman on the schooner James G. King, at Dunkirk. He then built the schooner Buckner at Silver Creek, N. Y. He was master of the Buckner for some time. The tonnage of the two above vessels I have not been able to get, nor the year in which they were built.

In 1838 he returned to Ashtabula, where he has since resided, and soon after his return he became identified with the marine interests of the place as builder, master, and owner. In 1839 he married Hannah H. Bugbee, who survives her husband. They had seven daughters who are all living. The captain accumulated a handsome property, and in 1869 retired from active life.

Following is a list of the vessels he buil. and rebuilt: Built at Ashtabula, in 1839, the schooner Elisha Whitlesey, 60 tons; rebuilt the schooner Atlas, 90 tons, in 1842; built the schooner Bennington, 90 tons, in 1843; built the schooner Cadet, 80 tons, in 1844; schooner Signal, 140 tons, in 1845; schooner Pilot, 160 tons, in 1848; rebuilt the schooner Chief Justice Marshal, 170 tons, in 1850; built Ashtabula, 95 tons, in 1851; America, 120 tons, in 1853; New Lisbon, 175 tons, in 1855; Adriatic, 129 tons, in 1856; Sioux, 100 tons; Oneida, 201 tons, in 1858; Boston, 230 tons, in 1862, (went to sea); Plowboy, 235 tons, in 1862, (went to sea); Jessie, 155 tons, in 1863; Anna Maria, 256 tons, 1853; Julia Willard, 215 tons in 1875; rebuilt the bark Naomi in 1866, and the schooner York State in 1867; built the schooner A. Mosher, 300 tons, in 1868. With two or three exceptions, the captain was whole or part owner of the above vessels.

READER.

A dredging machine at work in Savannah harbor has struck an ancient wreck, which, from the fastening of her timbers and the character of the arms recovered, was a war vessel of the last century. It is said that during the war of the revolution a British line-of-battle ship chased a Spanish corvette into the harbor, and that the crew of the smaller vessel scuttled her to escape capture.

CHICAG'O TRANSPORTATION FACILITIES.

By means of Lake Michigan Chicago has communication with the greatest lake system in the world, and her commercial fleet is larger than that entering any of the Atlantic ports. By means of the much abused Chicago river the transportation facilities of the lake system are made one with our great railway system. The lakes, the river, and the lines of railway make this city conspicuous among all the cities of the world for transportation facilities, and for the grasp these facilities give the city on the trade of the country. Most of the railways have been built to take advantage of the trade of Chicago. The trunk lines have come here not because Chicago desired that they should, but because of the general recognition of the fact that this city was the railway center of the west.

The transportation system of Chicago has been growing steadily for twenty years. Neither the people of this city nor the country at large have kept up with this growth, and none of them have appreciated its present magnitude or importance. In this issue an effort has been made to present clearly not only the extent of the railway system centering in Chicago, but the vast amount of business that is carried on over these roads. If these facts and figures are studied in connection with a map, the ramification of the system and the close grip that Chicago has, not only upon important commercial points but upon every railway point in the United States will be apparent. In no city in the world is there closer connection between railway transportation and water transportation than there is in Chicago. The lake system, through the St. Lawrence river and the Erie canal, touches the Atlantic coast at two points. When the Hennepin canal is completed this lake system will be extended by its connection with the Mississippi river system. If the lakes, through the canal connections, are of great advantage to Chicago by stretching out to New York how much greater will be the advantage when, by means of the Hennepin canal, the territory tributary by water to Chicago is more than doubled.

Of the railways centering in Chicago nine go to the eastward, reaching every great commercial city and every port on the Atlantic; five go to the southward, reaching through their branches every point in the southern states; four trunk lines extend to the Southwest and into Mexico, with their branches reaching also the northwest, and the Pacific; five great lines extend to the west and northwest, covering in their scope all the approaches from the Pacific slope and British America. In most cases there are several competing lines, take what direction the traveler may. Each railway, in fact, representing a system tributary to Chicago, and the network of all, taken together, invites the study of any one who would understand how it happens that Chicago has a closer grasp upon the business of this country than any other city.—*Inter-Ocean.*

TRIAL OF AN ELECTRIC LAUNCH.

On the River Cart at Paisley on August 13th, a screw launch, propelled by electricity, was tested. The inventor, Mr. James Gibson, Cartha Works, Paisley, claims for the appliance that it furnishes an easy means of locomotion, and that it has the additional recommendation that in working it will be found to be cheaper than a steam engine, giving a similar result in the way of speed. The vessel on which it was tried was of small dimensions, only having a length of about 24 feet, and a breadth of beam of 5 feet 3 inches; but the effect which was attained was enough to show that even in cratt of larger size the invention will be equally successful. The power was that known as stored electricity. That is to say, the fluid was conveyed on board the boat in cells charged by a dynamo, and in this case specially brought from London for use. This power is made to act on the screw in a very simple way. The current is sent through an armature, on the spindle of which is placed square cut gearing which reduces the initial velocity from 1,500 revolutions per minute to 230—a speed which sufficed to move the launch at the rate of rather more than seven miles an hour. Another method by which Mr. Gibson has found the power can be satisfactorily communicated is by friction pulleys, which, in order to enable the person to increase or diminish the speed of the vessel as circumstances may dictate, take the form of cones. One of these, measuring 12 inches in length and tapering from four inches in diameter down to two, is placed on the armature spindle, while another of the same length, but having a diameter tapering from 14 to 12 inches, is fitted on the shaft of the propeller. These cones are about three inches apart, and have their surfaces parallel and three inches from each other. The intervening spaee is filled up with a nest of three smaller cones which bear on the larger ones, and by moving which to the larger or small end of the other cones it is possible to control the speed of the vessel.—*London Marine Engineer.*

The construction of the two parallel piers, to be 300 feet apart and projecting into deep water in the lake, at Calumet, has proceeded since 1870, until at the close of the last fiscal year, 1886, 3,640 linear feet of the north pier and 1,720 feet of the south pier has been completed. The total amount of material dredged from the harbor since 1870, when the work was begun, amounts to 284,376 cubic yards. No work was done during the last year, the amount of money available being only sufficient for the protection of the work. It is expected that $11,400 will complete the work. During the year four hundred and eighty vessels, with a tonnage of 515,401, entered and cleared the harbor.

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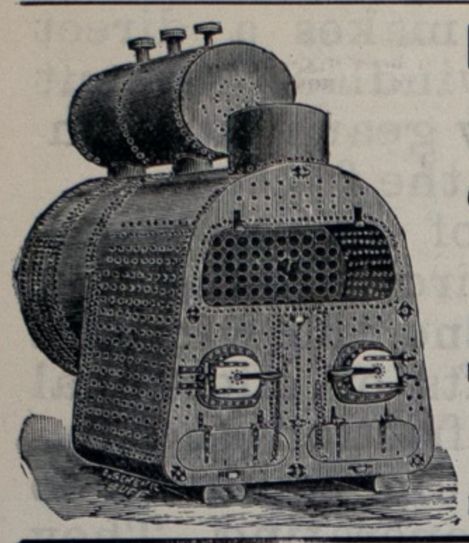

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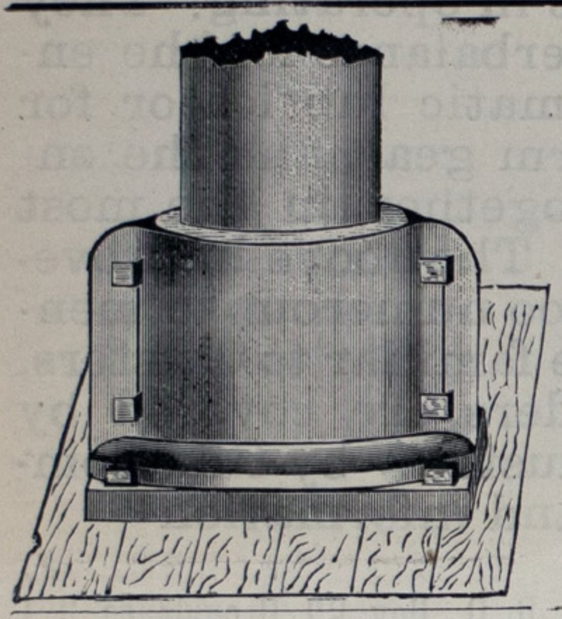

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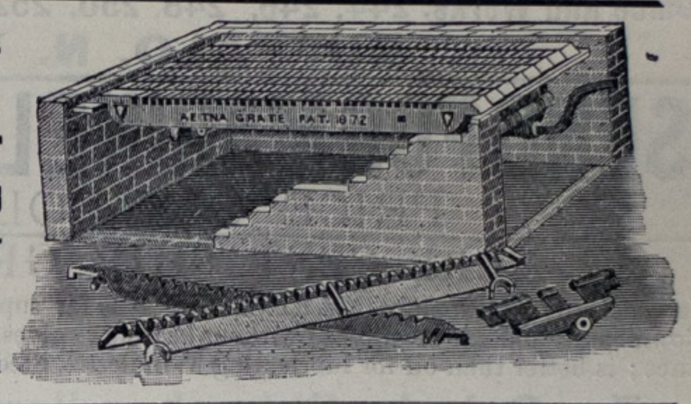

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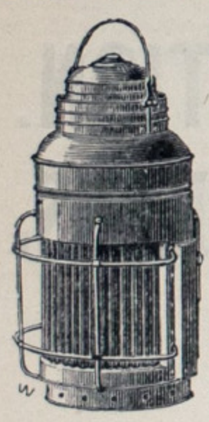

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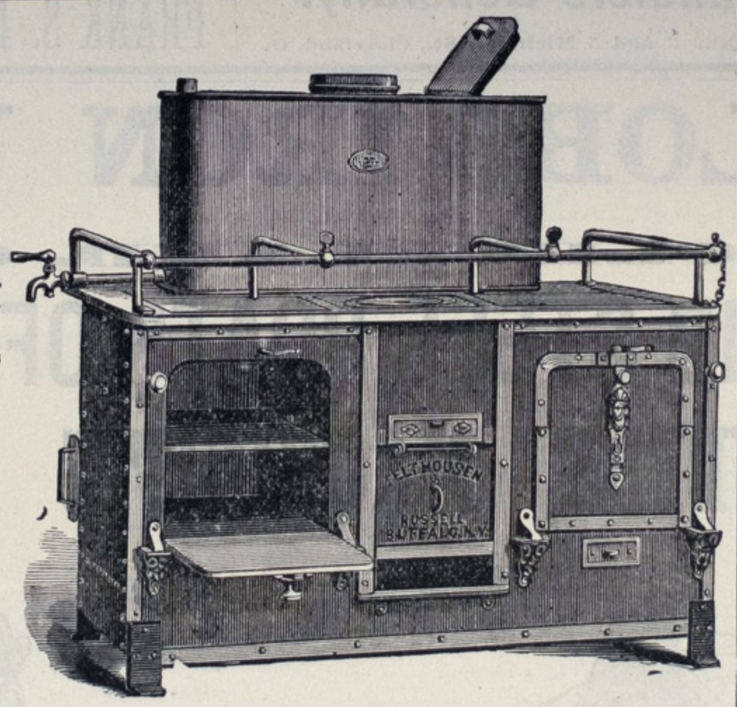

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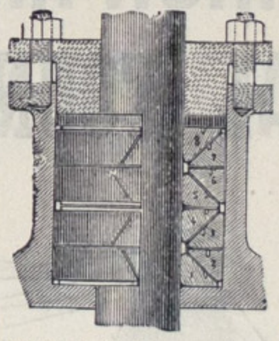

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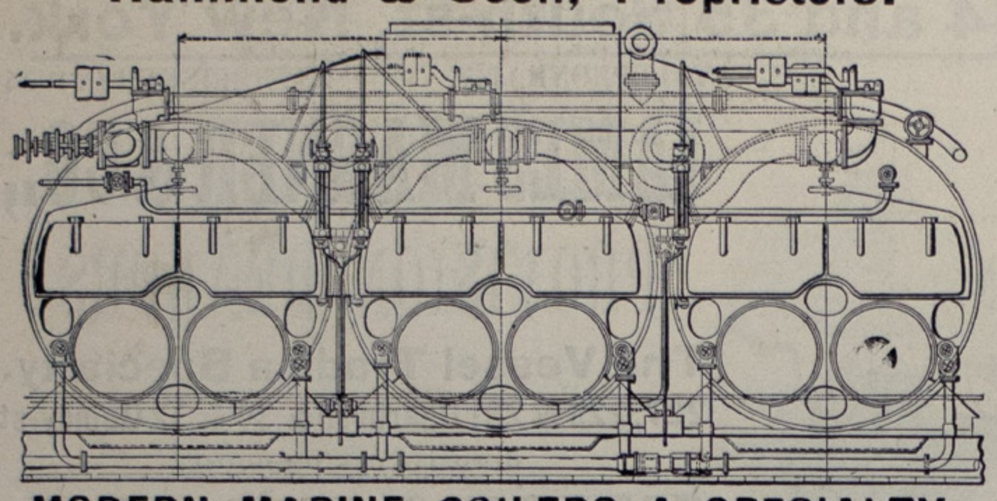

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In all their styles of Steam Windlasses they make a direct connection between the engines and the windlass without counter shafts or additional gearing. This saves friction and liability to break down and conduces to durability and ease in operating. They also have a counterbalance for the engines and an automatic lubricator for the worm and worm gear, and the engines are placed together in the most accessible position. The above improvements and others too numerous to mention, but which are familiar to Masters, Owners and Builders, are covered by Patents owned exclusively by this Company. For plans and information

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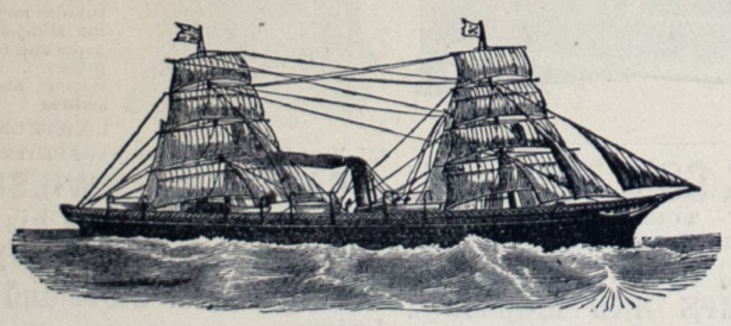

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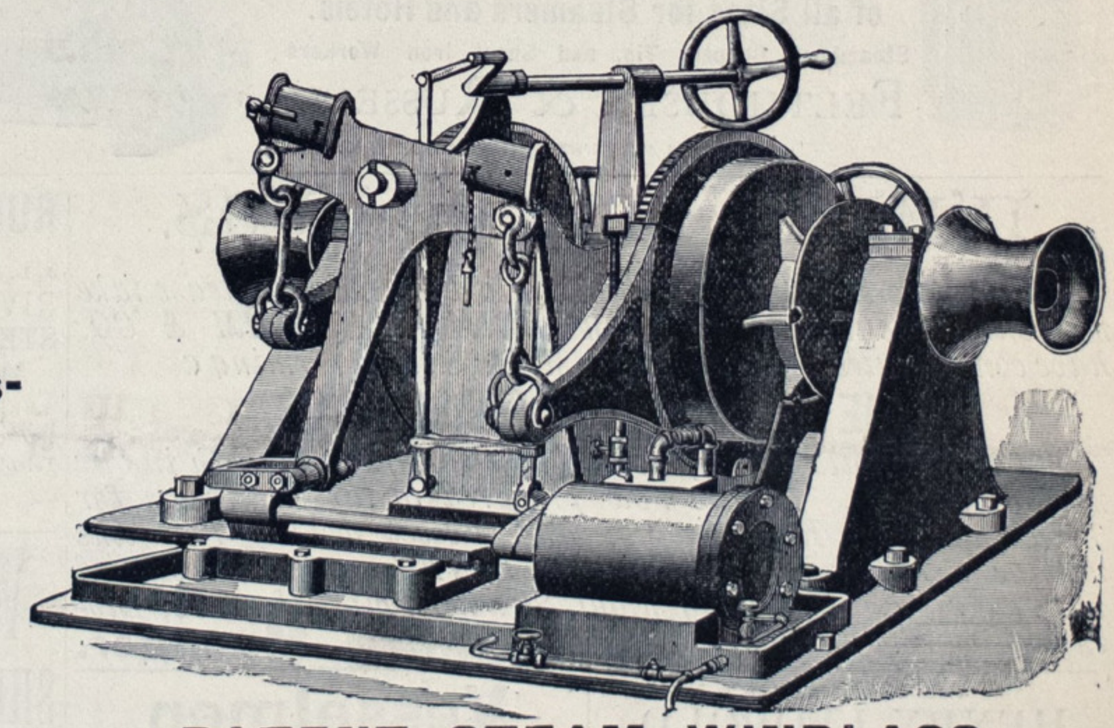

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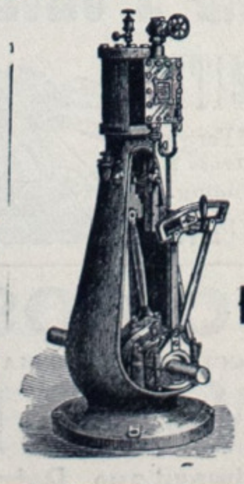

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